Report Date: 07 Jan 2015

Summary Report for Individual Task
551-88M-1520
Unload Disabled Tracked/Wheeled Vehicle from a Heavy Equipment Transporter
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the Fort Lee, VA foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: As a heavy vehicle operator, given a coupled HET with before-operational maintenance performed, parked on a solid/level location, assistance from other crew members, chock blocks, vehicle and semitrailer basic issue items (BII), work gloves, assistance from another crewman, and a disabled tracked or wheeled vehicle payload. Some iterations of this task should be performed in MOPP 4. This task should be trained under IED Threat conditions.

Standard: Unload a disabled tracked/ wheeled vehicle from your HET semitrailer without injury to personnel, damaging the vehicle payload, semitrailer, or physical surroundings.

Special Condition: This task requires at least two persons.

Safety Risk: High

MOPP 4: Sometimes

Task Statements

Cue: You have arrived at your destination with your able/disabled track vehicle loaded on your HET, you must ensure that it is unloaded without injury to personnel, damaging the vehicle payload, semitrailer, or physical surroundings.

DANGER

Adhere to all Danger statements in reference to the vehicles Technical Manual to ensure you are aware of the possible dangers involving the different types of equipment you are operating.
Soldiers must be aware of the inherent dangers of working in and around tactical wheeled vehicles. Hot surfaces, sharp, moving objects such as fan blades, slippery surfaces, and excessively loud noises are all dangers. These dangers are also applicable to hazardous cargo being transported (explosive hazard) (as applicable). Each Soldier should take every precaution not to become a victim of these dangers by following regulatory guidance and risk management rules. If armed the vehicle has additional ammunition explosive and negligent discharge hazards.

WARNING

Adhere to all Warning statements referenced in the Technical manual for the type of equipment that you are operating. You must ensure injury to personnel or damage to the equipment does not occur.

CAUTION

Be aware of all Caution statements referenced in the equipment Technical Manuals to ensure damage to equipment or injury to personnel does not occur.

Remarks: None

Notes: None

Performance Steps

1. Perform steps 1 through 8 of Unloading Able Payloads to position tractor/semitrailer, adjust ramp span width, and position curb guides.

Safety: • Provide ample clear space behind the disabled payload during unloading, if possible, to protect personnel and prevent damage to equipment should cables break while payload is being unloaded.• Ensure all ground personnel stand clear of winch cables except when handling cables.• Use extreme caution during any operation on a slope.• Ensure winch cables are not kinked, clevises are secure to winch cables, and snatch blocks and shackles are in good condition and properly secured.• Ensure winch cables are inspected in accordance with TB 43-0142.• Ensure a ground spotter stands off curbside of semitrailer and maintains visual contact with the winch operator. The spotter must observe cables, snatch blocks, shackles, and payload position during unloading.• DO NOT overload tractor winches. Know the rating of the winches being used and any protection devices (such as shear pins).• DO NOT at any time during unloading operations, while the payload is being pulled off with winches, allow personnel to be on the semitrailer platform.• Always wear leather gloves when handling cable. Never allow cable to run through hands. Failure to follow these warnings may result in injury to personnel and damage to equipment.

2. Turn beacon light switch to ON position. With engine idling, set PTO switch to ON.

Note: Ensure that the M1070 tractor parking brake is applied. The Power Take Off (PTO) will not engage unless the tractor parking brake is set.

3. Loosen handle of snatch block stow clamp and remove snatch block from stowed position off platform stow pins.

DANGER

Hearing protection must be worn when near winching station or operating winches. Failure to follow this warning may result in injury to personnel.

4. Raise guard and lock in upright position. Release AUXILIARY WINCH KICKOUT by lifting and rotating lever counterclockwise.

5. Untie manila rope from curbside front lifting eye on platform and move end of rope to streetside front lifting eye.

6. Unhook auxiliary winch cable from stow hook. Pull auxiliary winch cable to free end of manila rope and tie rope to auxiliary winch cable clevis.

7. Untie manila rope from streetside front lifting eye on platform and use manila rope to pull auxiliary winch cable rear ward under payload to snatch block.

8. Remove linch pin and keeper pin to open snatch block. Pass auxiliary winch cable, curbside to streetside, through snatch block.

9. Close snatch block and reinstall keeper pin. Secure keeper pin with linch pin.

10. Continue pulling manila rope forward until auxiliary cable winch clevis reaches driver side winch cable clevis. Untie manila rope from auxiliary winch cable clevis.

11. Ensure both DRIVER SIDE WINCH KICKOUT and PASSENGER SIDE KICKOUT switches are ENGAGED (pushed away from operator).

12. Ensure CABLE HOLD-DOWN lever is ON (pushed away from operator).

13. Pull DRIVER SIDE WINCH lever upward momentarily until there is enough slack in driver side winch cable to be removed from stow hook. Move winch cable clevis off of stow hook to unstow winch cable. Continue paying out winch cable until spotter on ground can reach winch cable clevis. Release DRIVER SIDE WINCH lever.

14. Remove and retain cotter pin and shouldered pin from clevis on drivers side winch cable.

15. Remove cotter pin and shouldered pin from auxiliary winch cable clevis.

16. Install auxiliary winch cable clevis over one ear on driver side winch cable clevis.

17. Install shouldered pin and cotter pin on clevis.

18. Engage AUXILIARY WINCH KICKOUT by lifting and rotating lever clockwise. Disengage DRIVER SIDE WINCH KICKOUT switch by pulling switch.

WARNING

DO NOT allow auxiliary winch cable to cross itself or knot up on winch. Failure to follow this warning may result in injury to personnel.

19. With aid of assistant, use one person to operate the winch controls, and a second person to ensure winch cable clevises DO NOT hang up on platform. Push down on AUXILIARY WINCH lever to pull driver side winch cable to snatch block.

20. If auxiliary winch cable does not pull driver side winch cable, push ENGINE SPEED CONTROL switch to HIGH ENGINE IDLE. Momentarily push ENGINE SPEED LOCK switch to lock engine speed at high idle and then release ENGINE SPEED LOCK switch.

21. Winch operator must release lever when driver side winch cable reaches snatch block.

22. Spotter must pull on driver side winch cable to get enough slack to that cable can be passed through snatch block. Unfasten linch pin from keeper pin. Remove keeper pin from snatch block, and lift and open snatch block. Pass driver side winch cable through snatch block.

23. Once driver side winch cable is past pulley on snatch block, close snatch block and reinstall keeper pin. Secure keeper pin to snatch block with linch pin.

24. Winch operator must push down and hold AUXILIARY WINCH lever to pull driver side winch cable to front streetside of payload.

25. Winch cable operator must release lever when winch cable is approximately 12 inches past streetside front of platform.

DANGER

Prior to disconnecting any winch cables, be sure each cable is not twisted. A twisted winch cable, when operated, may develop extreme tension. Failure to follow this warning may cause injury to personnel when cable clevis is removed.

26. Remove cotter pin and shouldered pin from auxiliary cable clevis. Remove auxiliary cable clevis from driver side winch cable clevis.

27. With aid of an assistant, use one person to push downward on AUXILIARY WINCH lever and one person to maintain tension on auxiliary winch cable. Retract auxiliary winch cable and restow cable on stow hook.

28. Move CABLE HOLD-DOWN lever to OFF.

29. Pull driver side cable to curbside front of payload and route over both front tiedown chains.

30. Attach driver side winch cable to pear ring on front curbside tiedown chain next to shackle on curbside front towing lug. Secure winch cable by installing shouldered pin and cotter pin.

31. Route driver side winch cable through streetside gooseneck cable guide and around pivot pin sheave.

32. Pull PASSENGER SIDE WINCH lever upward momentarily until there is enough slack in passenger side winch cable to be removed from stow hook. Move winch cable clevis, from stow hook to unstow passenger side winch cable. Continue paying out pasenger side winch cable until spotter on the ground can reach clevis. Release PASSENGER SIDE WINCH lever.

33. Disengage PASSENGER SIDE WINCH KICKOUT switch by pulling on PASSENGER SIDE WINCH KICKOUT Switch.

34. Remove cotter pin and shouldered pin from clevis on passenger side winch cable.

35. Winch operator must pull WINCH SPEED CONTROL switch to LOW. Push ENGINE SPEED CONTROL switch to HIGH ENGINE IDLE. Momentarily push ENGINE SPEED LOCK switch to lock engine speed at high idle (approx. 1500 rpm), and then release ENGINE SPEED LOCK switch.

36. Remove two large shackles from four load binders and rear payload tiedown ring.

37. Unlatch and extend gooseneck safety rail.

38. Install large shackle to upper right recovery eye and upper left recovery eye.

39. Pull out passenger side winch cable and attach clevis to shackle on payload upper right recovery eye. Secure passenger side winch cable by installing shouldered pin and cotter pin.

WARNING

• Failure to retract and latch gooseneck safety rail before operating tractor/trailer will result in damage to equipment.• On some semitrailers a solar battery charger is mounted to the top of the gooseneck directly in front of the spare tires. Persons working on top of the gooseneck must take EXTREME care not to step on or trip over it. Failure to follow these warnings may result in injury to personnel or damage to equipment.

40. Retract and latch gooseneck safety rail.

41. Route passenger side winch cable through gooseneck cable guide.

42. Winch operator must engage PASSENGER SIDE WINCH KICKOUT switch by pushing in on PASSENGER SIDE WINCH KICKOUT switch. Momentarily push down and release PASSENGER SIDE WINCH Lever to remove slack in passenger side winch cable.

43. Spotter must move streetside rear payload chock back over No. 4 bogie. Spotter must place curbside rear payload chock on the ground on streetside of platform.

44. Winch operator must engage DRIVER SIDE WINCH KICKOUT switch by pushing DRIVER SIDE WINCH KICKOUT switch. Push down DRIVER SIDE WINCH lever to move payload back to streetside rear payload chock. Pull up PASSENGER SIDE WINCH lever just enough to remove slack from passenger side winch cable.

45. Winch operator must release DRIVER SIDE WINCH lever and PASSENGER SIDE WINCH lever when payload makes firm contact with streetside rear payload chock. Spotter must place curbside rear payload chock firmly against streetside front of payload to chock payload.

WARNING

Prior to removing the winch cable from the payload, winch operator must ensure each cable sags and touches the platform to relieve cable torque. Failure to follow this warning may result in serious injury to personnel.

46. Winch operator must pull up DRIVER SIDE WINCH lever to give slack in driver side winch cable. Release DRIVER SIDE WINCH lever when driver side winch cable is laying on platform between front tiedown chains and snatch block.

WARNING

Extreme caution must be used when removing winch cables. Cable may be under tension or may be twisted. If winch cable has tension when removed, slowly and carefully rotate cable to relieve tension. DO NOT allow cable to twist or whip freely. Failure to follow this warning may result in injury to personnel.

47. Check for twist in driver side winch cable. Remove and retain cotter pin and shouldered pin from driver side winch cable clevis.

48. Remove driver side winch cable from pear ring on curbside front payload tiedown. Disconnect one payload tiedown chain from payload and platform, and lay chain on platform in front of payload. Disconnect other payload tiedown chain from platform only. Leave chain connected to payload.

49. Attach shackle on one front payload tiedown chain to payload lower tiedown lugs. Allow as much slack as possible in tiedown chain. This forms the Y-chain to be used to winch payload off of platform.

Note:
Shackles used to tie down payload may be removed as required and used for the following steps.

CAUTION

Always connect the winch cable to the center-most point on the continuous portion of the Y-chain, not on the wrap-around portion that has a hook on the end, or the hook may disconnect under load and cause damage to equipment.

50. Attach driver side winch cable clevis and center Y-chain using a shackle. Install shouldered pin and cotter pin on clevis. Winch operator must push down on DRIVER SIDE WINCH lever and take up slack in driver side winch cable.

51. Lower rear support legs until slightly below mud flaps.

WARNING

A spotter is required for unloading operations. The winch operator must maintain visual contact with the spotter at all times. Failure to follow this warning may result in injury to personnel.

52. Position spotter on curbside of payload to maintain visual contact with winch operator.

WARNING

• Winch operator and spotter must read steps 63 through 67 and be completely familiar with the sequence of steps prior to using winches.• Personnel must not be on the platform during the winching operation. The winch operator must off load the payload slowly.• During winching operation, ensure that one cable is always under tension and the other cable has some slack so that the two winches are NEVER pulling against each other.• Payload adjustments, side-to-side (turning), must be kept to a minimum. Spotter must notify winch operator of any required payload adjustments while unloading.
Failure to follow these warnings may result in injury to personnel and damage to equipment.

53. Pull WINCH SPEED CONTROL Switch to LOW. Push ENGINE SPEED CONTROL switch to HIGH ENGINE IDLE. Momentarily push ENGINE SPEED LOCK CONTROL switch, to lock engine speed at high idle (approx. 1500 rpm), and then release ENGINE SPEED LOCK CONTROL switch.

54. Winch operator must push down PASSENGER SIDE WINCH lever to pull payload slightly forward, off of rear payload chocks. Release PASSENGER SIDE WINCH lever.

55. Pull ENGINE SPEED CONTROL switch to LOW. Push ENGINE SPEED CONTROL switch to HIGH ENGINE IDLE. Momentarily push ENGINE SPEED LOCK CONTROL switch to lock engine speed at high idle (approx. 1500 rpm) and then release ENGINE SPEED LOCK CONTROL switch.

56. Winch operator must push down PASSENGER SIDE WINCH lever to pull payload slightly forward, off of rear payload chocks. Release PASSENGER SIDE WINCH lever.

57. Winch operator must pull PASSENGER SIDE WINCH lever in order to pay out passenger side winch cable, which will restrain payload. Push down DRIVER SIDE WINCH lever to take up driver side winch cable.

58. If payload rolls on its own, winch operator must allow slack in driver side winch cable and keep tension on passenger side winch cable to control speed of roll.

Note: As long as driver side cable is pulling payload, winch operator must keep a slight sag in passenger side cable.

59. Continue winching until payload reaches rear payload chocks. Release levers.

WARNING

Extreme caution must be used when removing winch cables from payload. Cable may be under tension or may be twisted. If winch cable has tension when removed, slowly and carefully, using both hands, rotate cable to relieve tension. DO NOT allow cable to twist or whip freely. Failure to follow this warning may result in injury to personnel.

60. Winch operator must pull up on DRIVER SIDE WINCH lever to pay out driver side winch cable until there is enough slack to relieve tension in cable. Release DRIVER SIDE WINCH lever. Check for twist in driver side winch cable.

61. With aid of an assitant, remove cotter pin and shouldered pin, driver side winch clevis and shackle from Y-chain.

62. Remove Y-chain.

63. Remove linch pin and keeper pin from snatch block.

64. Place snatch block in stowage position. Install stow clamp and secure by tightening clamp handle.

65. Attach driver side winch clevis to upper left recovery eye.

66. Remove driver side winch cable from gooseneck pivot pin sheave.

67. Winch operator must push down on DRIVER SIDE WINCH lever to remove slack in cable.

68. Lower both loading ramps.

69. Raise front of semitrailer to 50 inches measured at the No.1 bogie position.

Note: • Platform angle will be slightly greater than that normally used for load/off load.
• With Auxiliary Power Unit (APU) running, release semitrailer parking brakes and adjust platform height.

70. Lower rear of semitrailer until rear support legs are firmly in contact with ground. There must be at least 1 inch of polished (shiny) surface showing on rear suspension cylinders. Reapply semitrailer parking brakes.

71. Winch operator must pull up on both DRIVER SIDE WINCH lever and PASSENGER SIDE WINCH lever to pull payload slightly forward off of rear payload chocks. Remove both rear payload chocks.

72. Winch operator must push down on both DRIVER SIDE WINCH lever and PASSENGER SIDE WINCH lever and allow payload to roll of of platform. Cables may be paid out unevenly to maintain directional control.

73. Once payload clears curb guides, ensure that it rolls straight down ramps.

WARNING

Prior to removing winch cable from the payload, winch operator must ensure the winch cables have enough slack to relieve tension in the cable. Failure to follow this warning may result in injury to personnel.

74. Winch operator must continue to pay out both winch cables until both are touching platform. Release DRIVER SIDE WINCH lever and PASSENGER SIDE WINCH lever.

WARNING

Extreme caution must be used when removing the winch cables from payload. Cable may be under tension or may be twisted. If the winch cable has tension when removed, slowly and carefully, using both hands, rotate cable to relieve tension. DO NOT allow cable to twist or whip freely. Failure to follow this warning may result in injury to personnel.

75. Check for twist in passenger side winch cable. Spotter must remove passenger side winch cable from upper recovery eye and lay passenger side winchcable on platform.

76. Check for twists in driver side winch cable. Spotter must remove driver side winch cable from upper recovery eye and lay driver side winch cable on platform.

77. Remove Y-chain and two shackles from payload lower towing lugs.

78. Push ENGINE SPEED CONTROL switch to HIGH ENGINE IDLE. Momentarily push ENGINE SPEED LOCK CONTROL switch to lock engine speed at high idle (approx.1500 rpm), and then release ENGINE SPEED CONTROL switch. Push WINCH SPEED CONTROL SWITCH to HIGH.

79. Remove driver side winch cable from gooseneck cable guide. Leave driver side winch cable on platform.

80. Remove passenger side winch cable from gooseneck cable guide. Leave passenger side winch cable on platform.

WARNING

DO NOT allow hands to get between clevis and winch. Failure to follow this warning may result in injury to personnel.

81. With aid of an assistant, use one person to push down on DRIVER SIDE WINCH lever and one person to maintain tension on driver side winch cable. Retract and stow winch cable clevis onto stow hook. Release DRIVER SIDE WINCH lever.

82. Using an assistant to push down on PASSENGER SIDE WINCH lever and an assistant to maintain tension on passenger side winch cable, retract and stow winch cable clevis onto stow hook. Release PASSENGER SIDE WINCH lever.

83. Pull ENGINE SPEED CONTROL switch to LOW ENGINE IDLE. Lower guard and lock in place.

84. Stow equipment used during this procedure and prepare tractor and semtitrailer for transport.

Note: Remove all chains and load binders from platform and restow in platform storage compartment.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Score the soldier GO if all performance measures are passed. Score the soldier NO-GO if any performance measure is failed. If any performance measure is failed, tell the soldier what was done wrong and how to do it correctly.

Evaluation Preparation: SETUP: Brief Soldier on task specifications. Provide a HET with loaded and secured tracked vehicle, hearing protection, work gloves, assistance, flat-level ground work conduct operation.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Performed steps 1 through 8 of Unloading Able Payloads to position tractor/semitrailer, adjusted ramp span width, and positioned curb guides.			
2. Turned beacon light switch to ON position. With engine idling, set PTO switch to ON.			
3. Loosened handle of snatch block stow clamp and removed snatch block from stowed position off platform stowed position off platform stow pins.			
4. Raised guard and lock in upright position. Released AUXILIARY WINCH KICKOUT by lifting and rotating lever counterclockwise.			
5. Untied manila rope from curbside front lifting eye on platform and moved end of rope to streetside front lifting eye.			
6. Unhooked auxiliary winch cable from stow hook. Pulled auxiliary winch cable to free end of manila rope and tied rope to auxiliary winch cable clevis.			
7. Untied manila rope from streetside front lifting eye on platform and used manila rope to pull auxiliary winch cable rear ward under payload to snatch block.			
8. Removed linch pin and keeper pin to open snatch block. Passed auxiliary winch cable, curbside to streetside, through snatch block.			
9. Closed snatch block and reinstalled keeper pin. Secured keeper pin with linch pin.			
10. Continued pulling manila rope forward until auxiliary cable winch clevis reached driver side winch cable clevis. Untied manila rope from auxiliary winch cable clevis.			
11. Ensured both DRIVER SIDE WINCH KICKOUT and PASSENGER SIDE KICKOUT switches were ENGAGED (pushed away from operator).			
12. Ensured CABLE HOLD-DOWN lever was ON (pushed away from operator).			
13. Pulled DRIVER SIDE WINCH lever upward momentarily until there was enough slack in driver side winch cable to be removed from stow hook. Moved winch cable clevis off of stow hook to unstow winch cable. Continued paying out winch cable until spotter on ground could reach winch cable clevis. Released DRIVER SIDE WINCH lever.			
14. Removed and retained pin and shouldered pin from auxiliary winch cable clevis.			
15. Removed cotter pin and shouldered pin from auxiliary winch cable clevis.			
16. Installed auxiliary winch cable clevis over one ear on driver side winch cable clevis.			
17. Installed shouldered pin and cotter pin on clevis.			
18. Engaged AUXILIARY WINCH KICKOUT by lifting and rotating lever clockwise. Disengaged DRIVER SIDE WINCH KICKOUT switch by pulling switch.			
19. With aid of assistant, used one person to operate the winch controls, and a second person to ensure winch cable clevises DID NOT hang up on platform. Pushed down on AUXILIARY WINCH lever to pull driver side winch cable to snatch block.			
20. If auxiliary winch cable did not pull driver side winch cable, pushed ENGINE SPEED CONTROL switch to HIGH ENGINE IDLE. Momentarily pushed ENGINE SPEED LOCK switch to lock engine speed at high idle and then released ENGINE SPEED LOCK switch.			
21. Winch operator released lever when driver side winch cable reached snatch block.			
22. Spotter pulled on driver side winch cable to get enough slack so that cable could be passed through snatch block. Unfastened linch pin from keeper pin. Removed keeper pin from snatch block, and lifted and opened the snatch block. Passed driver side winch cable through the snatch block.			
23. Once driver side winch cable was past pulley on snatch block, closed snatch block and reinstalled keeper pin. Secured keeper pin to snatch block with linch pin.			
24. Winch operator pushed down and held AUXILIARY WINCH lever to pull driver side winch cable to front streetside of payload.			
25. Winch cable operator released lever when winch cable was approximately 12 inches past streetside front of platform.			
26. Removed cotter pin and shouldered pin from auxiliary cable clevis. Removed auxiliary cable clevis from driver side winch cable clevis.			
27. With aid of an assistant, used one person to push downward on AUXILIARY WINCH lever and one person to maintain tension on auxiliary winch cable. Retracted auxiliary winch cable and restowed cable on stow hook.			

28. Moved CABLE HOLD-DOWN lever to OFF.			
29. Pulled driver side cable to curbside front of payload and routed over both front tiedown chains.			
30. Attached driver side winch cable to pear ring on front curbside tiedown chain next to shackle on curbside front towing lug. Secured winch cable by installing shouldered pin and cotter pin.			
31. Routed driver side winch cable through streetside gooseneck cable guide and around pivot pin sheave.			
32. Pulled PASSENGER SIDE WINCH lever upward momentarily until there was enough slack in passenger side winch cable to be removed from stow hook. Moved winch cable clevis from stow hook to unstow passenger side winch cable. Continued paying out pasenger side winch cable until spotter on the ground could reach clevis. Released PASSENGER SIDE WINCH lever.			
33. Disengaged PASSENGER SIDE WINCH KICKOUT switch by pulling on PASSENGER SIDE WINCH KICKOUT Switch.			
34. Removed cotter pin and shouldered pin from clevis on passenger side winch cable.			
35. Winch operator pulled WINCH SPEED CONTROL switch to LOW. Pushed ENGINE SPEED CONTROL switch to HIGH ENGINE IDLE. Momentarily pushed ENGINE SPEED LOCK switch to lock engine speed at high idle (approx. 1500 rpm), and then released ENGINE SPEED LOCK switch.			
36. Removed two large shackles from four load binders and rear payload tiedown ring.			
37. Unlatched and extended gooseneck safety rail.			
38. Installed large shackle to upper right recovery eye and upper left recover eye.			
39. Pulled out passenger side winch cable and attached clevis to shackle on payload upper right recovery eye. Secured passenger side winch cable by installing shouldered pin and cotter pin.			
40. Retracted and latched gooseneck safety rail.			
41. Routed passenger side winch cable through gooseneck cable guide.			
42. Winch operator engaged PASSENGER SIDE WINCH KICKOUT switch by pushing in on PASSENGER SIDE WINCH KICKOUT switch. Momentarily pushed down and released PASSENGER SIDE WINCH lever to remove slack in passenger side winch cable.			
43. Spotter moved streetside rear payload chock back over No. 4 bogie. Spotter placed curbside rear payload chock on the ground on streetside of platform.			
44. Winch operator engaged DRIVER SIDE WINCH KICKOUT switch by pushing DRIVER SIDE WINCH KICKOUT switch. Pushed down DRIVER SIDE WINCH lever to move payload back to streetside rear payload chock. Pulled up PASSENGER SIDE WINCH lever just enough to remove slack from passenger side winch cable.			
45. Winch operator released DRIVER SIDE WINCH lever and PASSENGER SIDE WINCH lever when payload makes firm contact with streetside rear payload chock. Spotter placed curbside rear payload chock firmly against streetside front of payload to chock payload.			
46. Winch operator pulled up DRIVER SIDE WINCH lever to give slack in driver side winch cable. Released DRIVER SIDE WINCH lever when driver side winch cable was laying on platform between front tiedown chains and snatch block.			
47. Checked for twist in driver side winch cable. Removed and retained cotter pin and shouldered pin from driver side winch cable clevis.			
48. Removed driver side winch cable from pear ring on curbside front payload tiedown. Disconnected one payload tiedown chain from payload and platform, and laid chain on platform in front of payload. Disconnected other payload tiedown chain from platform only. Left chain connected to payload.			
49. Attached shackle on one front payload tiedown chain to payload lower tiedown lugs. Allowed as much slack as possible in tiedown chain. This formed the Y-chain to be used to winch payload off of platform.			
50. Attached driver side winch cable clevis and center Y-chain using a shackle. Installed shouldered pin and cotter pin on clevis. Winch operator pushed down on DRIVER SIDE WINCH lever and took up slack in driver side winch cable.			
51. Lowered rear support legs until slightly below mud flaps.			
52. Positioned spotter on curbside of payload to maintain visual contact with winch operator.			

53. Pulled WINCH SPEED CONTROL Switch to LOW. Pushed ENGINE SPEED CONTROL switch to HIGH ENGINE IDLE. Momentarily pushed ENGINE SPEED LOCK CONTROL swtich, to lock engine speed at high idle (approx. 1500 rpm), and then released ENGINE SPEED LOCK CONTROL switch.			
54. Winch operator pushed down PASSENGER SIDE WINCH lever to pull payload slightly forward, off of rear payload chocks. Released PASSENGER SIDE WINCH lever.			
55. Pulled ENGINE SPEED CONTROL switch to LOW. Pushed ENGINE SPEED CONTROL switch to HIGH ENGINE IDLE. Momentarily pushed ENGINE SPEED LOCK CONTROL switch to lock engine speed at high idle (approx. 1500 rpm) and then released ENGINE SPEED LOCK CONTROL switch.			
56. Winch operator pushed down PASSENGER SIDE WINCH lever to pull payload slightly forward, off of rear payload chocks. Released PASSENGER SIDE WINCH lever.			
57. Winch operator pulled PASSENGER SIDE WINCH lever in order to pay out passenger side winch cable, which will restrain payload. Pushed down DRIVER SIDE WINCH lever to take up driver side winch cable.			
58. If payload rolled on its own, winch operator allowed slack in driver side winch cable and kept tension on passenger side winch cable to control speed of roll.			
59. Continued winching until payload reached rear payload chocks. Released levers.			
60. Winch operator pulled up on DRIVER SIDE WINCH lever to pay out driver side winch cable until there was enough slack to relieve tension in cable. Released DRIVER SIDE WINCH lever. Checked for twist in driver side winch cable.			
61. With aid of an assitant, removed cotter pin and shouldered pin, driver side winch clevis and shackle from Y-chain.			
62. Removed Y-chain.			
63. Removed linch pin and keeper pin from snatch block.			
64. Placed snatch block in stowage position. Installed stow clamp and secured by tightening clamp handle.			
65. Attached driver side winch clevis to upper left recovery eye.			
66. Removed driver side winch cable from gooseneck pivot pin sheave.			
67. Winch operator pushed down on DRIVER SIDE WINCH lever to remove slack in cable.			
68. Lowered both loading ramps.			
69. Raised front of semitrailer to 50 inches measured at the No.1 bogie position.			
70. Lowered rear of semitrailer until rear support legs were firmly in contact with ground. There must be at least 1 inch of polished (shiny) surface showing on rear suspension cylinders. Reapplied semitrailer parking brakes.			
71. Winch operator pulled up on both DRIVER SIDE WINCH lever and PASSENGER SIDE WINCH lever to pull payload slightly forward off of rear payload chocks. Removed both rear payload chocks.			
72. Winch operator pushed down on both DRIVER SIDE WINCH lever and PASSENGER SIDE WINCH lever and allowed payload to roll of of platform. Cables were paid out unevenly to maintain directional control.			
73. Once payload cleared curb guides, ensured that it rolled straight down ramps.			
74. Winch operator continued to pay out both winch cables until both were touching platform. Released DRIVER SIDE WINCH lever and PASSENGER SIDE WINCH lever.			
75. Checked for twist in passenger side winch cable. Spotter removed passenger side winch cable from upper recovery eye and laid passenger side winch cable on platform.			
76. Checked for twists in driver side winch cable. Spotter removed driver side winch cable from upper recovery eye and laid driver side winch cable on platform.			
77. Removed Y-chain and two shackles from payload lower towing lugs.			
78. Pushed ENGINE SPEED CONTROL switch to HIGH ENGINE IDLE. Momentarily pushed ENGINE SPEED LOCK CONTROL switch to lock engine speed at high idle (approx.1500 rpm), and then released ENGINE SPEED CONTROL switch. Pushed WINCH SPEED CONTROL SWITCH to HIGH.			
79. Removed driver side winch cable from gooseneck cable guide. Left driver side winch cable on platform.			

80. Removed passenger side winch cable from gooseneck cable guide. Left passenger side winch cable on platform.			
81. With aid of an assistant, used one person to push down on DRIVER SIDE WINCH lever and one person to maintain tension on driver side winch cable. Retracted and stowed winch cable clevis onto stow hook. Released DRIVER SIDE WINCH lever.			
82. Using an assistant to push down on PASSENGER SIDE WINCH lever and an assistant to maintain tension on passenger side winch cable, retracted and stowed winch cable clevis onto stow hook. Released PASSENGER SIDE WINCH lever.			
83. Pulled ENGINE SPEED CONTROL switch to LOW ENGINE IDLE. Lowered guard and locked in place.			
84. Stowed equipment used during this procedure and prepared tractor and semitrailer for transport.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	TM 9-2320-427-10	OPERATORS MANUAL FOR TRACTOR, TRUCK, M1070A1 (NSN: 2320-01-564-6882)	Yes	No
	TM 9-2330-381-14	OPERATORS, UNIT, DIRECT SUPPORT AND GENERAL SUPPORT MAINTENANCE MANUAL FOR HEAVY EQUIPMENT TRANSPORTER SEMITRAILER, 70 TON, M1000 (NSN 2330-01-303-8832) (EIC: CXU) {TM 09295A-14/1}D	Yes	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. Make every effort to reduce or eliminate contaminant spillage. Materials and reactionary measures should be in place (SOP) to immediately recover any spillage that occurs within the operational area. Preventive measures should be stipulated in the motor pool SOP. Enforce compliance with SOP guidelines regarding environmental issues. Certain measure that may be taken are, but not limited to:
Designate POL storage area and recycling of used oils and lubricants.
Provide and use drip pans for each vehicle, if tactically feasible.
Identify spillage quickly and respond immediately.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. WARNING: Unload semitrailer on level ground whenever possible. In adverse conditions, unloading can be done on grades up to 10 percent with a maximum offset angle of 10 degrees between tractor and semitrailer. Avoid exceeding these limitations to prevent payload from uncontrolled rolling off of the semitrailer and causing serious injury to personnel and damage to equipment.

WARNING: Due to semitrailers being outfitted with various chains (1/2-inch and/or 3/4-inch link sizes), all chains must be inventoried in the platform storage compartment prior to placing chains on platform. Once chains are inventoried, read and familiarize yourself with the information in steps (20) (a) thru (h) to determine tiedown needed to properly secure the payload or injury to personnel and damage to equipment may result.

WARNING: Two spotters are required for loading and unloading operations. The payload operator must know the position of spotters at all times or injury to personnel may result.

WARNING: Do not position a spotter on gooseneck if payload is to be backed onto semitrailer platform or injury to personnel may result.

WARNING: Unnecessary personnel must stand well clear of the vehicles, especially behind the payload (engine/turbine

exhaust) during loading operations. At no time during any loading operation while the payload is moving should personnel be on the semitrailer platform. The payload operator must drive the payload slowly up the loading ramps and onto the platform or injury to personnel and damage to equipment may result.

WARNING: Payload adjustments, side to side (turning), must be kept to a minimum or serious injury to personnel and damage to equipment may result.

WARNING: Failure to set the payload parking brake could allow the payload to roll backward causing injury to personnel and damage to equipment.

Prerequisite Individual Tasks :

Task Number	Title	Proponent	Status
551-88M-1517	Operate Heavy Equipment Transporter (HET) on Improved Roads	551 - Transportation (Individual)	Approved
551-88M-1352	Perform Preventive Maintenance Checks	551 - Transportation (Individual)	Approved

Supporting Individual Tasks :

Task Number	Title	Proponent	Status
551-88M-1364	Operate Vehicle with Standard, Automatic/Semiautomatic Transmission	551 - Transportation (Individual)	Approved
551-88M-1367	Back Vehicle with Semitrailer	551 - Transportation (Individual)	Approved

Supported Individual Tasks : None

Supported Collective Tasks : None